How to Become an Expert Bicycle Rider.

LIGHT WHEELS ARE BEST

But Wheels Built for Use on the Track Will Not Stand the Strain of the Rough Road Work-Tos Clips and Ram's Horn Handle Bars.

A man in pulling on a pair of boots secures an added leverage by pulling upon the bootstraps and pushing with the foot. In the same way a man with down-turned bars pulls up on his bars and pushes down on the pedals. But the use of ram's horn bars alone is not sufficient. They should bear such a relation to the pedals and saddle that not an ounce of pressure is wasted. In every racing man's gripsack can be found a piece of string with knots at intervals, which represent the distance between bars and saddle, and saddle and crank-axle. In addition the point of the saddle is placed just so far ahead of an imaginary line extending perpendicularly upward from the crank axle. With this as a guide the racer can fix another wheel to his own measurements if necessary as well as see that his own is just

For fast work a light wheel is to be preferred. But the wheels built for use on the track will not stand the rough usage of road work, so the average fast road rider lightens his wheel in as many ways as possible without weakening it. He cuts off the stem of his seat post and handle-bar that project into the frame, leaving just sufficient to clamp them by. He takes off the chain-adjuster on the side away from the sprockets, uses the smallest of bells and lamps, small tires and rims, cuts off every piece of metal in his pedals that is not needed to hold the toe clip and his foot, and uses small sprockets front and rear. In this way two pounds can sometimes be taken off a wheel, and the owner can go forth knowing that he is not carying useless weight Again, if a man is able to ride a 26-inch frame he contents himself with one whose perch-tube is 22 inches, saving weight here as well as securing more rigidity in the frame.

A tool bag seems the bete noir of many wheelmen. The article with its complement of tools is a necessity, yet few care to have the bag rattling over rough roads, though this can be stopped by wrapping the tools in cloth before putting them away in the bag.

Some have formed the habit of carrying the necessary repair tools in various pockets, but this is at times a source of annoyance, especially when the oil can lea-

The seatpost is removed from the frame and a cork secured to fit the bottom end. Through this cork is passed one or more extra spokes. Stuck into the part of the cork inside the post is the little tool used to inject cement into the punctured tire In the space above the cork in the seatpost is also room for a tube of cement and a few plugs of various

The only tool that need be carried in the pocket is the spanner or wrench. To remove the seatpost with its contents is but the work of a moment, and the tools are at your service. This way of carrying the tools does away with the unsightly bag and prevent the usual wearing away of the enamel by the supporting straps of the tool bag.

Many riders chew gum to keep the mouth and throat moist. This serves the purpose admirably, but to the racing man gum has a far more important duty. To make the case plain, suppose you were to ride with your mouth closed tightly and breathe only through your nose. You would soon find yourself out of breath, because in the extra exertion of riding the lungs require more air than can be obtained through the nose alone. Take the other extreme-were you to ride with your mouth wide open the result would be similar. You would find yourself choking. There is a happy medium when just enough air is taken

in the lungs for the required exertion. When a rider is in the best of condition he can do with very little extra air. For this reason he usually follows the plan made popular by Jimmy Michael and breathes through a quill toothpick. Now here is where the use of chewing gum comes in. In the beginning of the season the rider uses a "cud" about the size of a hickory nut. In the course of masticating this his mouth opens sufficiently to give him the air he needs. As his physical condition becomes better he can get along with less air, and he decreases the size of his gum accordingly, so that by the middle of the season he is content with a piece hardly bigger than a pea.

The toe clips in general use fall somewhat short of the ideal one. The foot quite frequently becomes disingaged, especially when high speed is indulged in. On the track this difficulty is overcome by using an extra attachment composed of rubber, and which is buttoned over the pedal, ordinary clip and foot. As this cannot be attached by the rider when on the wheel, but must be attended to by his starter, its use on the road is out of the question. This band clamps the foot so tightly that it is next to impossible to withdraw the foot from the pedal, and it is only another of the risks cyclists take on the track. Every rider should emulate the racing men and enjoy a rubdown after a ride. It serves to keep the muscles pliable and less liable to become cramped and stiff. Either witchhazel or alcohol may

THE MEN HUNTING GAME.

COL. BADEN-POWELL HAS WRIT-TEN A BOOK ON IT.

He Declares It a Great Sport, and Tells How to Bag Your Enemy Without Being Bagged-Extracts From "Aids to Scouting."

Colonel Baden-Powell declares that "man-stalking" is the best game of which he knows, and the Colonel has had experience enough as a hunter of both two and four footed animals to know. He has written a book called "Aids to Scouting," and in it he clearly lays down the rules of the sport.

The scout's ten commandments, he says, are pluck and self-reliance, ability to find his way in a strange country and use his eyes and ears. He must be able to keep himself hidden, track the enemy, get across country, take care of himself and his horse,

and report his information. The most reliable assistance in finding your way is the compass, but in South Africa, where there is much ironstone in the ground, a compass be comes very unreliable. The sun by day gives you the east in his rising, and west in his setting, and north or south at noon, as you happen to be south or north of the equator.

On starting on a reconnaissance, if you see a mountain to the northward it will serve as a guide. Similarly, when you pass any conspicuous object, like a withered tree, broken gate or a strangely shaped rock, keep it in your mind. On passing such landmarks do not omit to look back, and see what their appearance is from the other

side. A moving enemy is easy to see, but one who stands still, or who is the same color as the ground around him, is very hard to see for the unpracticed eye. Common sense and a little reflection will often suggest to you the most likely points to look to find

For instance, you come across three fresh paths trodden in the grass on the South African veldt, all running parallel to each other, at a few yards distance. By having studied the habits of your enemy you will know at once that this means three companies have passed that way on the march, as generally they march in single file, each company following its own leader. If the footmarks show that the men were wearing sandals it means they were on a long march; if barefooted, they were not going far.

It is often a useful thing, after passing a place where you suspect an enemy to be hiding, to turn very suddenly and look for him. You may catch him

looking out less carefully. In selecting your lookout place, always be careful to see that there is more than one way out of it, so that, if an enemy cuts you off at one you can escape by the other. Thus a tower is a tempting place to look out from, but if an enemy comes and stands guard at the foot of it you cannot get away, whereas the roof of a house will give you an almost equally good view and possibly several different ways of getting to the ground.

Trees, for the same reason as towers, must be used with caution. Remember that men are very apt to forget to look up in trees for you-unless they see your footmarks on the ground leading to a tree. I have stood under a tree with an enemy up in it, and never noticed him till he fired down at me.

Tracking means following up foot-It is called "spooring" in South Africa. Scouting without tracking is like bread-and-butter without the bread. The first thing to learn is to distinguish the pace at which a horse or man was moving when he made the track. It will be seen that a horse walking leaves pairs of footmarks, each hind foot coming close to the impression of the fore foot. At a trot each pair of footmarks is at a greater distance from the next, and the ground is more forcibly struck, the toe more deeply indented in the ground than at a walk. At a canter there are two single footmarks, and then a pair; at a gallop single foot-

marks deeply indented. With a man walking, the whole flat of the foot comes equally on the ground, the feet a little under one yard apart. Running, the toes are more deeply indented in the ground, and the feet are more than a yard apart. Native trackers boast that not only can they tell a person's sex and age by their tracks, but also their characters. They say that people who turn out their toes much are generally liars. It was a trick with highwaymen of old, and with horse-stealers more recently, to put their horses' shoes on wrong way round, in order to deceive trackers who might try to follow them up; but a good tracker would not be taken in. Similarly, thieves often walk backward. In tracking where spoor is difficult to see-such as on hard ground, or in grass-note the direction of the last footprint that you can see, and then look on in the same direction, but well ahead of you-say, 20 to 30 yards-and in the grass you will generally see the blades bent or trodden, and on hard ground possibly stones displaced or scratched, and so on-small signs, which, seen in a line one behind the other, give a kind of track that otherwise would not be noticed. I once tracked a bicycle on a hard macadam road, where it really made no impression at all, but by looking along the surface of the road for a long distance ahead of me, under the rising sun, as it happened, the line it had taken was quite visible through the almost invisible coating of dew upon the ground. Standing on the track, and looking down upon it close

to my feet, I could not see the slight-

est sign of it.

SARTATORIAL,

Depew Called the Best-Dressed Man in the Senate.

Who is the best-dressed man in the Senate? Some say Hale, of Maine, some Platt, of New York; others believe Wolcott, of Colorada, but, by an informal jury which was recently invited to pass upon the question, Senator Depew, of New York, was unanimously chosen. When Mr. Depew was told by a World correspondent that this decision had been reached, he said with a chuckle:

"That's a sartorial untruth." "I am glad to know that my habit of dress has been aproved by the jury. But really, I don't know that I can lay claim to this proud distinc-

Senator Depew is one of the best dressed men in the Senate. There are men who display more flashy raiment and who have their clothes cut in the latest English fashion, but none who dress in better taste or who exhibit more style and simplicity than Senator Depew. His clothes are cut from the same pattern that he has used for many years.

He always wears a black frock coat. silk-faced; dark-striped trousers, and usually a double-breasted waistcoat of the same material as the coat. In the summer his style of dress does not vary, except that he discards the black frock for a short box coat of lighter material.

The Depew cravats are the most striking article of his wardrobe. His street ties are of the four-in-hand style, tied snugly about his high collar. He has one or two black silk cravats, but the greater part of his neckwear is bright-hued. The Senator has a large stock, so that he wears a different tie every day in the week.

The Depew shirts, with cuffs attached, are of plain white linen, not especially expensive. His trousers are always faultlessly creased and never become baggy at the knees.

The Depew shoes are of black calfskin, soft and easy. Sometimes he wears gaiters. Usually he prefers the button shoe. His assortment of hosiery is not extraordinary, and his taste runs to plain black. He shaves himself every morning and goes to the barber's chair only when his hair and whiskers need trimming. He has no fancy waistcoats and shrinks from striped shirts and plaid socks.-N. Y.

COPPER MINES.

Some That Were Worked Thousands of Years Before the Christian Era.

The copper mines of Sinai, on the northwest of Arabia, were worked thousands of years before the Christian era. It is stated in "Comptes Rendus" that those copper mines are the most ancient of which history makes mention. According to authentic documents they were worked from about 5,000 years B. C. until about 1,300 or 1,200 B. C. Their possession have been the object of several wars, but they had been abandoned for 3,000 years on account of the poverty of the ores. It was from these mines that was obtained a scepter of Pepi I., a King of the Sixth Dynasty. This scepter, made of pure copper, is preserved in the British Museum. The adits still exist as well as the rulns of the furnaces, the crucibles, the huts of the miners and some fragments of their tools. In some of the specimens obtained there occur three ores-turquoise, copperhydrosilicate and sandstones, impregnated with copper. Among the debris have been found slags and cinders. but there is no evidence of the use of fluxes. Some of the fragments of tools contain arsenic, which was used by the Greek and Egyptian alchemists for hardening copper.

A Wild, Wild Gold Story.

Norman MacAuley returned from the Klondike recently and was exhibiting to his friends a large golden nugget valued at \$64.45, which was taken from the rich property he owns on Gay Gulch, Mr. MacAuley tells of the riches of Claim 46, on the Sulphur which is known to be the richest mining claim in the world. The owner, whose name Mr. MacAuley could not recall, is a German, and he will before long be the richest of all the rich

Klondike mining kings. The claim is now producing at the rate of \$36,000 each day, or, if the mine was worked 300 days a year, \$10,800,000 in gold every year. The claim is a wonderfully rich one; it has a pay streak 15 feet thick, which extends the full width of the creek, or over 100 feet. The average per bucket runs as high as \$6 a day and the everage output of the mine is 6,000 buckets every day.

The output for this year is figured by many, says Mr. MacAuley, at \$30,-000,000.-Chicago Record.

Gambling on Rain.

The English government has recently prohibited in India the peculiar hazard game called "Barsa ke satta." This game cannot be played except when it rains, for, in fact, it consists of betting on the date of rain and the quantity that may descend from the

On all the porticos, or "altans," as they are called in India, there are certain tubs introduced which have a perpendicular pipe in their centres, the pipe being provided with equal division marks or notches.

The point of the game is to determine in advance just at what time a certain height will be reached by the

The natives have pursued this method of gambling with such passion that quarrels, and dangerous ones, often resulted, and hence the ruling of the English government to make the play illegal.

Hennsylvania RAILROAD

STATION, CORNER 6TH AND B 7.55 A. M. Week-days PITTSBURG EX-PRESS-Parlor and Dining Cars Harris burg to Pittsburg. 10 50 A. M. PENNSYLVANIA LIMITED — Pullman Sleeping, Dining, Smoking and Observation Cars Harrisburg to Chicago, Cincinnati, Indianapolis, St. Louis Cleveland and Toledo. Euffet Parlor Car to Harris burg.

burg.

10.50 Å. M. FAST I.INE—Pullman Buffet Parlor
Car to Harrisburg. Buffet Parlor Ca's
Harrisburg to Pittsburg.

3.30 P. M. CHICAGO AND ST. LOUIS, EXPRESS.—Sleeping Car Washington to St.
Louis, and Sleeping and Dining Cars Harrisburg to Indianapolis, St. Louis, Nashville
(via Cincinnati and Louisville). and Chi-

cago. 7.20 P. M. WESTERN EXPRESS.—Pullman Sleeping Car to Pittsburg and Chicago. Cago.

7.20 F. M. WESTERN EXPRESS.—Pullman Sleeping Car to Pittsburg and Chicago. Dining Carto Chicago.

7.20 F. M. SOUTH-WESTERN EXPRESS.—Pullman Sleeping Cars Washington to Pittsburg and Harrisburg to St Louis. Cleveland. and Cincinnat. Dining Car.

10.40 F. M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg.

7.55 A. M. for Kane, Canandaigua. Rochester and Niagara Falls daily, except Sunday.

10.50 A. M. for Elmira and Renovo daily, except Sunday. For Williamsport, Rochester, Erie Buffalo and Niagara Falls daily, except Sunday, with Sleeping Car Washington to Rochester, with Sleeping Car Washington to Rochester.

Rochester 10.40 P. M. For Erie, Canandaigua, Roch-ester, Buffalo and Niagara Falls daily. Pull-man Sleeping Car Washington to Rochester Saturdays only,

FOR PHILADELPHIA, NEW YORK AND THE EAST.

"CONGRESSIONAL LIMITED" 4 00 P. M daily, all Parlor Cars, with Dining Car from Baltimore. Regular at 7.00 (Dining Car), 7.20 7.55, 8.15, 9.00, 10.00 (Dining Car), and 11.00 (Din-ing Car from Wilmington) A. M., 12.45, 3-15, 5.00 (Dining Car from altimore), 6.50, 10.00, and 11.50 P. M. On Sunday, 7.00 (Dining Car), 7.20, 8-15, 9-00, 11.00 (Dining Car from Wilmington) A. M., 12.15, 3.15, 5-00 (Dining Car from Baltimore), 6.30, 10.00, and 11-50 P. M. For Philadelphia only, Ex-pless, 12.15 P. M. week days, 2-01 and 5.40 P. M., daily.

10.00, and 11.50 P. M. For Philadelphia only, Express, 12.15 P, M. week days, 2.01 and 5.40 P, M. daily.

For Boston, without change, 7.55 A, M. weekdays, and 5.00 P, M. daily,

For Baltimore 6.20, 7.00, 7.20 7.55, 8.15, 9.00, 10.00, 10.50, 11.00, A, M. 12.15, 12.45, 12.58, 2.01, 3.15, 3.30, (4.00, Limited), 4.20, 4.31, 5.00, 5.40, 6.15, 6.50, 7.20, 10.00 10.40, 11.35, and 11.50 P, M. On Sanday, 7.00, 7.20, 8.15, 9.00, 9.05, 10.50 11.00, A, M. 12.15, 1.15, 2.01, 3.15, 3.30, (4.00 Limited), 4.20, 5.00, 5.40, 6.15, 6.50, 7.20, 10.00, 10.40 and 11.50, P, M.

For Pope's Creek Line, 7.55 A, M. and 4.31 P. M. week-days. Sundays 9.05 A, M. 12.15 and 5.40 P, M. week-days. Sundays, 9.00 A. M. and 5.40 P, M. week-days. Sundays, 9.00 A. M. and 5.40 P, M.

Express for Florida and points on Atlantic Coast Line, 4.30 A, M., 3.47 P, M., daily; Richmond only, 11.45 A, M., week-days; Atlanta Special via Richmond and Seaboad Air Line, 5.00 P, M. daily, Accommodation for Quantico, 7.45 A, M. daily and 4.25 P. M. week-days.

Scashore Connections.

Seashore Connections. For Atlantic City (via Delaware River Bridge all-rail route) 12,48 P. M., weekdays (through Pullman Buffet Farlor Car), 2,15 (4.00 "Congressional Limited"), and 11.50 P. M. daily, via Market Street Wharf 10.00 and 11.00 A. M., 12.45 P. M. week days, 11.50 P. M. daily.

For Cape May, 11.00 A M, week-days, 11.50 P, M, daily. Ticket office, corner Fifteenth and G streets, and at the Station, Sixth and B streets, where orders can be left for the cheeking of baggage to destin-ation from hotels and residences, Telephone call "1441" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, General Manager Gen. Passenger Agent. 4-5-1990.

BEERS.

Are The Purest.

Made only from Pure Hops & Canada Malt.

BOTTLED and DRAUGHT.

## TRY IT!

The EXTRA PALE LAGER bottled by the Arlington Bottling Co , 27th and K is a favorite family beverage.

Telephone 634.

◆DR. L. P. FARRELLY, ◆ DENTIST.

2002 Fourteenth Street, North West,

Washington, D. C. Office Hours, 9 A. M. to 5 P. M

THE

JULIUS LANSBURGH

## Furniture

Carpet Co. for dairying. 1226 F Street, N. W.

5 Piece Parlor Suits 15.75

Portieres, Per Pair

300 Pairs Old Screens 1.89

Heurich's beer has not only a local but a national reputation as the purest obtainable both for the healthy and for invalids. The extra pale lager bottled by the Arlington Bottling Co., at 27th and K streets, N W., is the Favorite family beverage.

## HUMPHREYS' VETERINARY SPECIFICS

500 PAGE BOOK MAILED FREE.

CONTENTS: Part I.-Diseases of Horses. Part II.-Diseases of Cattle. Part III.-Diseases of Sheep. Part IV.—Diseases of Hogs. Part V.—Diseases of Dogs. Part VI.-Diseases of Poultry. Same book in better binding 80 cts. HUMPHREYS'MED. CO., Cor. William & John Sts., New York

FRED. ROESSLER,

Announces that he offers at his Salcon WINES, BEERS,

The Best Brands at Popular Prices

FREE LUNCH DAILY

A Quiet Place. Genteel Treatment Your custom solicited. 483 C Street, N. W.

> JOHN FITZMORRIS PROPRIETOR

THE MIDWAY

7th and Pa. Ave. OLD WHISKIES, WINES AND LIQUORS

A SPECIALTY. Domestic and Imported Cigars. Your Custom Solicited.

CHRIS. XANDER'S COCKTAILS.

"OLD RESERVE" GIN.

THESE Famous 'Old Reserve" and Gin Cocktails contain the purest ingredients, are perfectly amalgamated and mellowed and please the most critical taste \$1.25 per boutle; 75c fall pint.

SOLE AGENTS IN D. C. FOR SARATOGA SPRING WATER. CHRIS. XANDER.

NO BRANCH HOUSES. 'PHONE 1425.

COOK

with GAS.

Those who have cooked with gas say it is the most economical and satisfactory fuel possible to procure. Particularly is this true in summer. To get you better acquainted with our stock of Gas Stoves and Ranges, and to get you to use gas as a fuel, we will send a man up with explanatory catalogues, etc., and a few sample stoves and ranges for inspection-if you so desire

Gas Cooking Stoves, 50 cents up. Four Burner Gas Ranges, \$10 up. GAS APPLIANCE EXCHANGE 1424 New York avenue.

Greatest **REAL ESTATE** 

BARGAIN

Ever Offered.

100 acres in the District of Columbia. Fine dairy farm. All improvements

INQUIRE AT THIS OFFICE.

8 MILES FROM

150 Acres Under Cultivation.

All Requisite Farm Buildings \$15.00 Per Acre.

Inquire at this Office

\* National Capital Brewing Company. D St., bet, 13th and 14th Sts., S. E.

Diamond & Muenchener Beer

Brewed from Pure Hops and Malt. Bottled Exclusively by the Brewery,-\$1.25 per case, two doz. bottles.

FOR SALE.

MOST HISTORICAL BRICK MANSION IN MARYLAND.

Located in BLADENSBURG, with Seven and One-Half Acres of Ground.

Would make fine

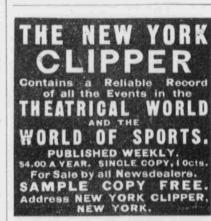
ROAD OR CLUB HOUSE. Price..... \$ 6, 500 Enquire at THIS OFFICE.

Rammling's Market.

312 Pa. Ave. N.W.

Our stock of meats are Fresh Daily. Our poultry is prepared by us on the premises, and OUR GOODS ARE ALWAYS

FRESH AND PURE. Our stock is large and well selected. A call is solicited RAMMLINGS MARKET, 312 Pa. Av. N.W.



DAIRY FARM

In the District of Columbia 150 ACRES

All cleared, Good Dwelling, Barn and stream of running water. One and a half miles from the Navy Yard Bridge.

WILL SELL PART OR WHOLE.

A Quick Purchaser can get a Bargain Enquire at

THIS OFFICE.

FOR SALE or EXCHANGE

19 Acres. Price \$3.800

In ANACCSTIA, D C, 2 miles from Navy Yard bridge, suitable for Florist or Market Gardner.

TERMS REASONABLE. ----‡o‡----

FOR SALE,

INQUIRE AT THIS OFFICE

on monthly instalments,

FINE MODERN HOUSES Improved in

LeDROIT PARK

INQUIRE AT THIS OFFICE. FOR EXCHANGE

for unimproved Ground MODERN IMPROVED HOUSES Central Location.

INQUIRE AT THIS OFFICE.

NOTARY PUBLIC. EXAMINER IN CHANCERY WARREN C. STONE,

Attorney & Counsellor at Law.

BALTIC BUILDING, 606 F St. N. W. Washington, D. C.